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NOTICE THAT AN ENVIRONMENTAL IMPACT REPORT IS DETERMINED TO BE REQUIRED

Date of this Notice: September 4, 1999

Lead Agency: Planning Department, City and County of San Francisco
1660 Mission Street, 5th Floor, San Francisco, CA 94103

Agency Contact Person: Joy Navarrete **Telephone:** (415) 558-6382

Project Title: 98.635E: Bryant Square

Project Sponsor: SKS Investments, LLC
Contact Person: Sharon Lee Polledri

Project Address: 2101-2123 and 2123-2165 Bryant St., 2717-19th St., 700-720 York, 2850 20th St.
Assessor's Block/Lot Assessor's Block 4080; Lots 7, 11, 12, 13, 14
City and County: San Francisco

5/S

San Francisco Public Library

Government Information Center
San Francisco Public Library
100 Larkin Street, 5th Floor
San Francisco, CA 94102

REFERENCE BOOK

Not to be taken from the Library

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THIS PROJECT MAY HAVE A SIGNIFICANT EFFECT ON THE ENVIRONMENT AN ENVIRONMENTAL IMPACT REPORT IS REQUIRED. This determination is based upon the criteria of the Guidelines of the State Secretary for Resources, Sections 15063 (Initial Study), 15064 (Determining Significant Effect), 15065 (Mandatory Findings of Significance), and the following reasons, as documented in the Initial Study for the project, which is attached.

Deadline for Filing an Appeal of this Determination to the City Planning Commission: Oct. 4, 1999.
An appeal requires:
1) a letter specifying the ground for appeal, and;
2) a $209.00 filing fee.

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HILLARY E. GITELMAN, Environmental Review Officer

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HILLARY E. GITELMAN, Environmental Review Officer

BRYANT SQUARE
INITIAL STUDY
98.635E

PROJECT DESCRIPTION

The project site consists of an entire city block, bounded by 19th, York, 20th, and Bryant Streets. The project site is about four blocks northwest of San Francisco General Hospital, about ¾ mile north of Cesar Chavez Street, and about ¾ mile southeast from the 16th and Mission BART Station. Figure 1 shows the site location. The project site is in two Use Districts: M-1 (Light Industrial) and C-M (Heavy Commercial), and is in a 65B Height and Bulk District.

A mix of mid- to low-rise residential, commercial, and light industrial uses generally surround the project site, including a number of nighttime uses. North of the project block across 19th Street are light industrial uses. East of the project block across York Street are single- and multi-family residences, and a bar at the southern end of the block. South of the project block across 20th Street are single- and multi-family residences three-stories high, a market at the southeast corner of Bryant Street, and a delicatessen at the southwest corner of Bryant Street. West of the project block across Bryant Street are a mix of one- to three-story uses, including two restaurants (one with a bar), offices, and light industrial uses, and single- and multi-family residences. Northeast of the project block across Bryant and 19th Streets is a residence.

The approximate 80,800 square-foot project block is currently used for light industry including light manufacturing, offices, art-related activities and studios, import offices, live-work units that are currently under construction, and vacant land (entire Assessor's Block 4080, Lots 7, 11, 12, 13, 14).

The proposed approximate 166,815 gross square foot[1] project would include construction/ renovation of about 152,600 gross square feet of office, about 9,550 gross square feet of retail, and about 4,700 square feet of light industrial after demolishing about 34,000 square feet of offices, light industrial, and arts-related activities. The project would require Planning Commission approval of a Planned Unit Development (*Planning Code* Section 304) in accordance

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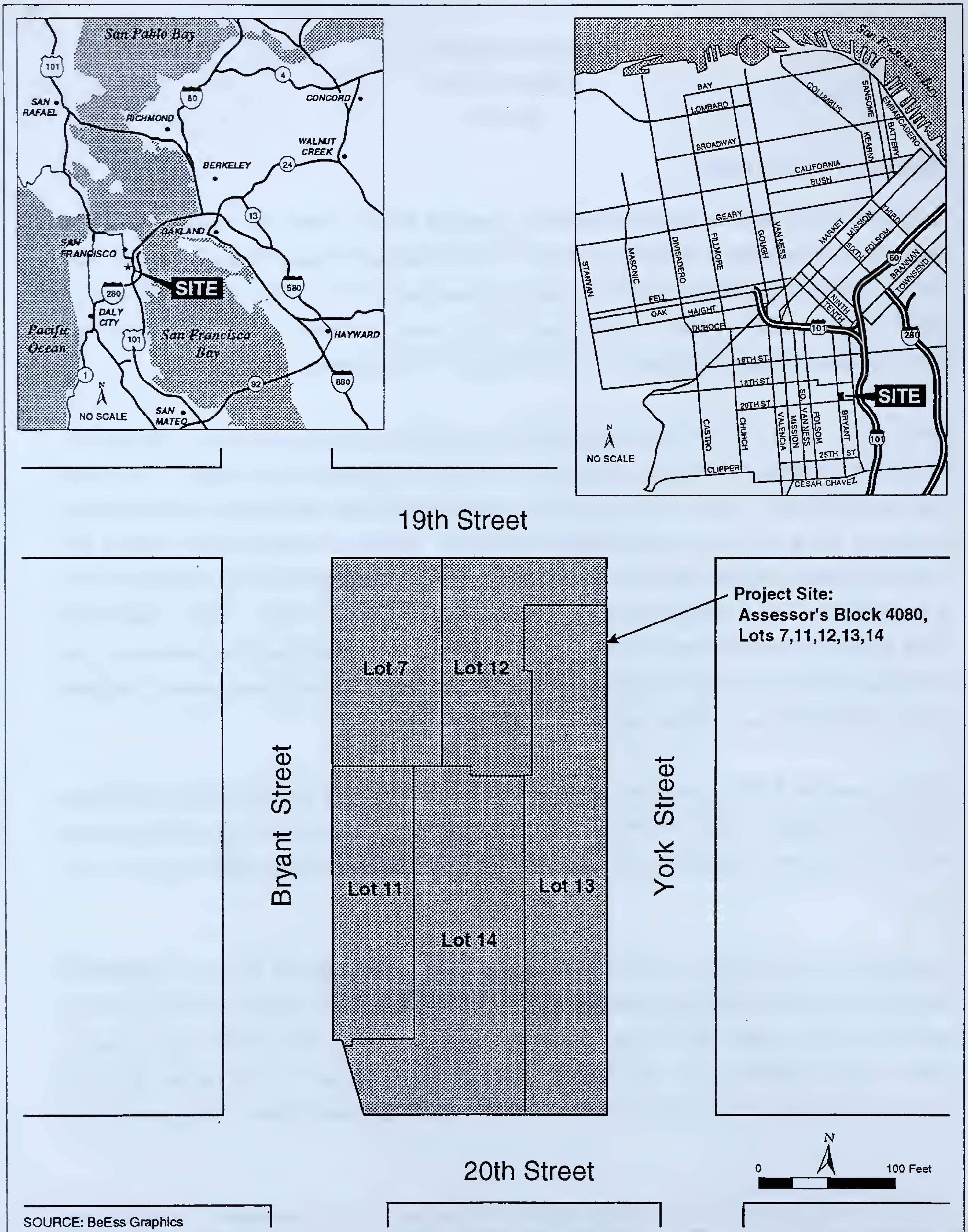
[1] Gross floor area is the area of the building applicable to floor area ratio (FAR) calculations. Gross floor area excludes certain portions of the building, such as accessory parking and loading space, and mechanical and building storage space.



SOURCE: BeEss Graphics

Bryant Square Project

Figure 1: Project Location

Maxwell & Associates

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accordance with provisions for Conditional Use authorizations (Planning Code Section 303) for the entire site, including those portions not subject to change under the project. A parking shortfall will be addressed as either an exception to the Planned Unit Development (PUD) or as a parking variance.

The site has only a slight grade and appears to be relatively level.

The project block includes buildings that are proposed to be renovated or demolished and buildings that would remain the same. The three buildings that would be demolished as part of the project include: (1) An existing 7,500 square-foot metal shed (750 York Street behind 2123-2165 Bryant Street) that is used for automobile repair, furniture refinishing and storage, office use, and construction materials storage, (2) an existing 25,550 square-foot wood-frame building at 2123-2165 Bryant Street that is used for offices, light manufacturing, art-related activities and studios, and storage, and (3) a 1,200 square-foot vacant wood-frame building at the corner of 19th Street and York Street.

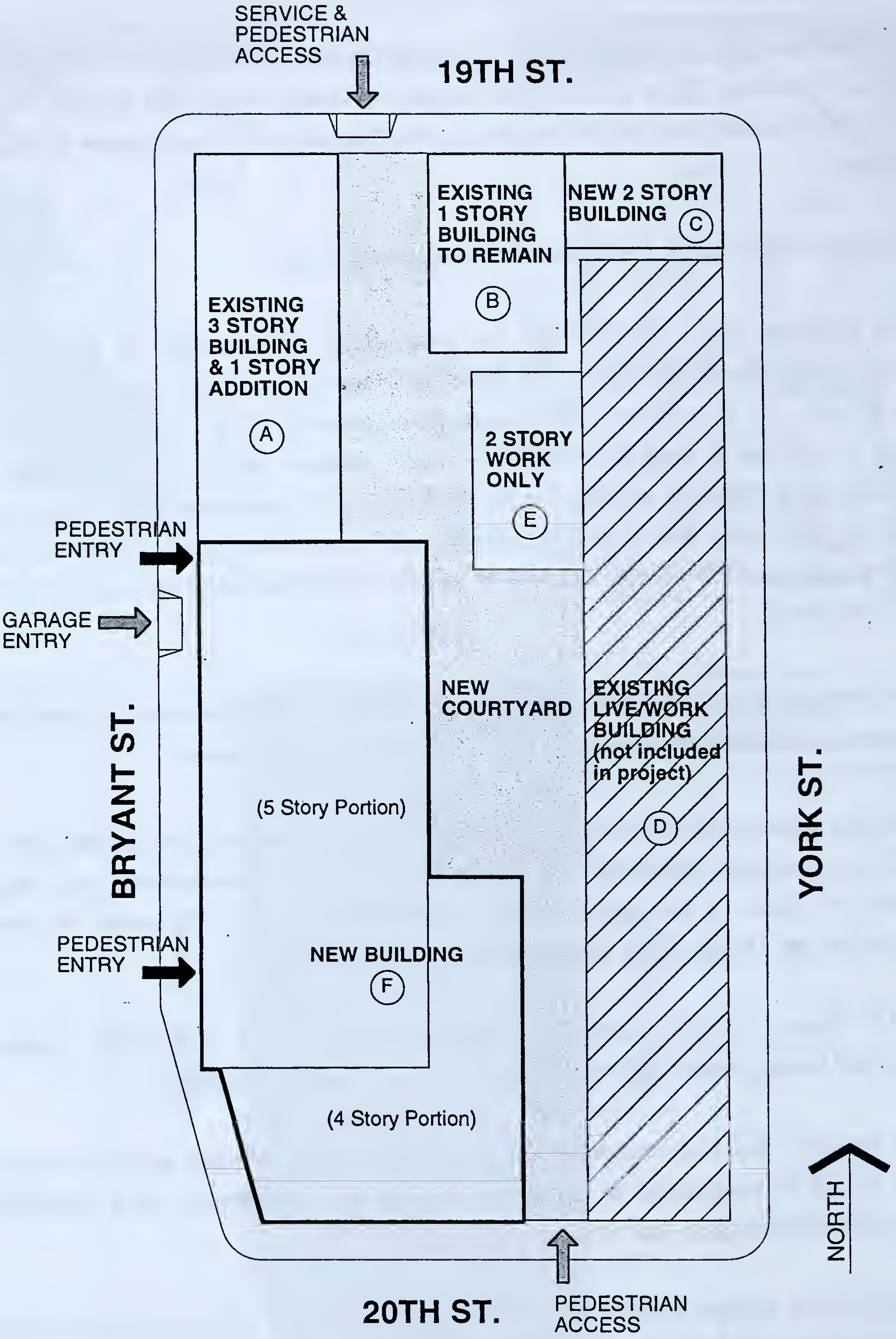
The project description is keyed with letters that correspond to letters shown on the site plan. Figure 2 shows the site plan and Figure 3 shows the Bryant Street elevation.

A. An existing approximate 24,000 square-foot building on the corner of Bryant and 19th Streets would be seismically upgraded and renovated from light manufacturing and art-related activities to offices. A new partial fourth floor containing about 6,000 square feet would be added to the top. This building is included in the 1976 DCP survey.

B. 2717-19th Street, a 4,675 square foot building which is used as a coffee roastery and commercial bakery, would not be improved or altered as part of the project.

C. A new two-story building containing about 2,050 square feet of retail and 2,050 square feet offices would be constructed at the corner of York and 19th Streets, after demolishing a vacant 1,200 gross square-foot wooden building.

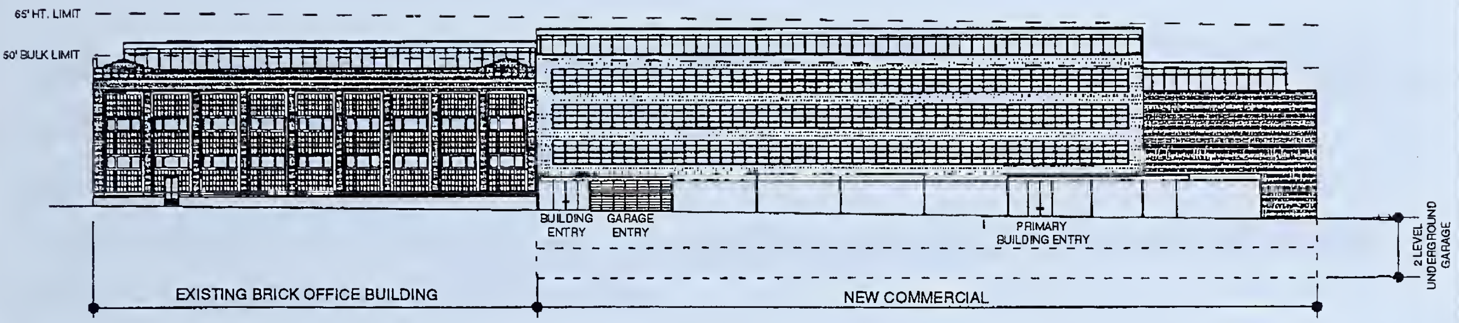
D. A live/work loft project with 35 live/work units and 10 work only units has recently been completed at 720 York Street at 20th Street. This is a separate project, already approved and constructed and is not a part of this project. The building is included in the 1996 DCP Survey.



SOURCE: Pfau Architecture, 1999

SCALE: 1" = 64'

Bryant Square Project	Figure 2: Site Plan	Maxwell & Associates



BRYANT STREET (WEST) ELEVATION

Bryant Square Project

Figure 3: Bryant Street Elevation

Maxwell & Associates

E. A concrete-framed building abutting 720 York Street, which has 5,990 square feet of office work-only units, would include a seismic upgrade renovation only. No change of use is anticipated and no new area is planned for this building.

F. A new approximate 122,050 square-foot office building four- and five-floors tall would be constructed after demolishing the existing wood-frame structure at 2123-2165 Bryant Street and the metal shed at 750 York Street. About 114,550 square feet of office and about 7,500 square feet of retail space would be included.

Two subsurface levels would be excavated for an underground parking garage containing 274 valet-assist parking stalls in about 61,850 square feet of space. About 33,000 to 38,500 sq. ft. of surface area would be excavated to a depth of about 21 ft., resulting in about 27,770 cubic yards of excavated soil.

A landscaped courtyard in the interior of the block would provide a common amenity to the proposed uses and public access from 19th and 20th streets during the day. This area is currently used as a surface parking lot and outdoor materials storage area.

II. SUMMARY OF POTENTIAL ENVIRONMENTAL EFFECTS

A. EFFECTS FOUND TO BE POTENTIALLY SIGNIFICANT

The Bryant Square project is examined in the Initial Study to identify potential effects on the environment. The following four project specific effects have been determined to be potentially significant, and will be analyzed in an Environmental Impact Report: land use impacts, transportation impacts (including impacts on transit service, traffic circulation and parking), air quality impacts, and historical resources impacts. Visual quality will be included in the EIR for informational purposes. .

B. EFFECTS FOUND NOT BE SIGNIFICANT

The following potential impacts were determined either to be insignificant or to be mitigated through measures included in the project. These items are discussed in Section III below, and require no further environmental analysis in the EIR: population, noise, utilities/public services, biology, geology/topography, water, energy, hazards, shadow and wind, and archaeological resources.

III. ENVIRONMENTAL EVALUATION CHECKLIST AND DISCUSSION

A. COMPATIBILITY WITH EXISTING ZONING AND PLANS

		Not Applicable	Discussed
1.	Discuss any variances, special authorizations, changes proposed to the *City Planning Code* or Zoning Map, if applicable.	____	X
2.	Discuss any conflicts with any other adopted environmental plans and goals of the City or Region, if applicable.	____	X

The *Planning Code,* which incorporates by reference the City's Zoning Maps, governs permitted uses, densities and the configuration of buildings in San Francisco. Permits to construct new buildings (or to alter or demolish existing ones) may not be issued unless either the proposed action conforms to the *Planning Code,* or an exception is granted pursuant to provisions of the Code, or a reclassification of the site occurs.

The project site is in two Use Districts: M-1 (Light Industrial) and C-M (Heavy Commercial), and is in a 65B Height and Bulk District. The 65B Height and Bulk District allows a maximum building height of 65 feet, and limits building bulk above 50 feet to not exceed 110 feet in length and 125 feet in the diagonal dimension. Above 50 feet, the proposed building on the corner of 20th and Bryant Streets would measure about 202 feet in length and about 217 feet in the diagonal direction. The proposed addition to the building the corner of 19th and Bryant Streets would measure about 138 feet in length and about 144 feet in the diagonal direction. Exceptions to the bulk limit would need approval under Section 303 of the *San Francisco Planning Code.*

On August 5, 1999, the Planning Commission imposed interim zoning controls for the City's industrially zoned land, for a period of 15 months or the adoption of permanent zoning controls, whichever occurs earlier. The interim zoning controls create an Industrial Protection Zone (IPZ) and Mixed Use Housing Zones (MUHZ) within the City's industrially zoned land. Within the IPZ, new housing uses, including live/work projects, are generally not permitted. Within the Mixed Use Housing Zones, live/work projects, are permitted uses. On the IPZ or MUHZ Buffer

Zone boundary between these two zones, new live/work or residential projects would be allowable as a conditional Use. Demolition of industrial buildings within the IPZ and the IPZ Buffer area would require Conditional Use approval. The proposed project would fall within the newly proposed IPZ Buffer area that would require Conditional Use authorization for demolition industrial buildings on the site.

The sponsor is requesting approval of a Planned Unit Development (PUD) for the entire block under Section 304 of the *San Francisco Planning Code* which requires Conditional Use authorization from the Planning Commission. A PUD allows for development of sites of considerable size (greater than one-half acre) as an integrated unit and permits well reasoned modifications of certain provision of the *Planning Code* such as parking, open space, rear yard, and bulk standards.

Environmental plans and policies are those, like the *Bay Area Air Quality Plan* and the Bay Conservation and Development Commission (BCDC) *Bay Plan,* which directly address environmental issues and/or contain targets or standards which must be met in order to preserve or improve characteristics of the City's physical environment. The proposed project would not obviously or substantially conflict with any such adopted environmental plan or policy.

The City's *General Plan,* which provides general policies and objectives to guide land use decisions, contains some policies which relate to physical environmental issues. The proposed project would not obviously or substantially conflict with any such policy. In general, potential conflicts with the *General Plan* are considered by decision makers independently of the environmental review process, as part of the decision whether to approve or disapprove a proposed project. Any potential conflict not identified here could be considered in that context, and would not alter the physical environmental effects of the proposed project.

In November 1986, the voters of San Francisco approved *Proposition M, the Accountable Planning Initiative,* which added Section 101.1 to the *Planning Code* to establish eight Priority Policies. These policies are: preservation and enhancement of neighborhood-serving retail uses; protection of neighborhood character; preservation and enhancement of affordable housing; discouragement of commuter automobiles; protection of industrial and service land uses from commercial office development and enhancement of resident employment and business ownership; maximization of earthquake preparedness; landmark and historic building preservation; and protection of open space. Prior to issuing a permit for any project which requires an initial study under the *California Environmental Quality Act (CEQA)* or adopting any zoning ordinance or development agreement, the City is required to find that the proposed project is consistent with the Priority Policies. The case report for the reclassification of the site and subsequent motion to be adopted by the Planning Commission will contain the analysis determining whether the proposed project is in compliance with the eight Priority Policies.

B. ENVIRONMENTAL EFFECTS

1. Land Use – Could the Project:	Yes	No	Discussed
a. Disrupt or divide the physical arrangement of an established community?		X	X
b. Have any substantial impact upon the existing character of the vicinity?		To Be Determined	

The approximate 80,800 square-foot project block is currently used for light industry (including light manufacturing), offices, art-related activities and studios, import offices, live-work units that are approved and constructed, and vacant land.

A mix of mid- to low-rise residential, commercial, and light industrial uses generally surround the project block, including a number of nighttime uses. Because of the change in land use on the project block to offices and retail from uses historically on the block, this issue will be analyzed in the EIR.

2. Visual Quality – Could the Project:	Yes	No	Discussed
a. Have a substantial, demonstrable negative aesthetic effect?		X	X
b. Substantially degrade or obstruct any scenic view or vista now observed from public areas?		X	X
c. Generate obtrusive light or glare substantially impacting other properties?		X	X

The proposed four- to five-story building at 2123-2165 Bryant Street would be taller than most other buildings in the project area, and at over 122,000 gross square feet would be larger than most other buildings in the project area. Visual quality issues will be discussed in the EIR for informational purposes.

The project would comply with City Planning Commission Resolution 9212, which prohibits the use of mirrored or reflective glass, since mirrored glass would not be used, and the building would not result in glare affecting other properties. The EIR will, therefore, not discuss glare.

3. Population – Could the Project:	Yes	No	Discussed
a. Induce substantial growth or concentration of population?		X	X
b. Displace a large number of people (involving either housing or employment)?		X	
c. Create a substantial demand for additional housing in San Francisco, or substantially reduce the housing supply?		X	X

At the time that the project sponsor submitted and application for Environmental Review to the Planning Department, about 50 businesses have been displaced for the project businesses of which about 30 were arts-related activities.

The project proposes to construct new office and retail space on the project block. At the current time demolition and rehabilitation of existing structures would displace about 40 businesses of which about 25 are arts-related activities. In addition, approximately 100 employees (including sole-practitioners) would be displaced. The displaced business and employees would be expected to relocate within San Francisco or elsewhere in the Bay Area.

Some of the previous approximate 100 employees and 50 businesses have already been displaced as the project sponsor has not renewed any leases since purchasing the property or submitting the application for environmental review to the City.

The proposed project would have no discernible effect on the growth or concentration of population in the neighborhood, city or region, although it would incrementally increase area employment on site from about 110 on-site employees (of which about 45 are office employees) to about 600 employees.[2] Employment would increase by about 490 on the project block. San Francisco's employment is projected to grow from 534,980 employees in to 673,495 employees in 2015, an increase of 26 percent.[3] Therefore project-related employment would constitute less than one percent of citywide employment growth by the year 2015. This potential increase in employment would be minimal in the context of total employment in San Francisco.

San Francisco consistently ranks as one of the most expensive housing markets in the United States. San Francisco is the central city (and most urban place) in an attractive region known for its agreeable climate, open space and recreational opportunities, cultural amenities, strong and diverse economy, and prominent educational institutions. As a regional employment center, San Francisco attracts people who want to live close to were they work. These factors continue to support strong housing demands in the city. New housing to relieve the market pressure created by the strong demand is particularly difficult to provide in San Francisco because the amount of land available is limited, and because land and development costs are relatively high.

An estimated 311,430 households resided in San Francisco in 1995. By 2015, San Francisco households are expected to increase by 32,309 households to a total of 343,739 households, a 10 percent increase.[4] Using the proposed update of the Office of Affordable Housing Production

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[2] This estimate assumes one employee per 275 gross square feet of office (152,600 of office space ÷ 275 = 555), one employee per 350 gross square feet of retail (9,550 square feet of new retail space ÷ 350 = 27), and one employee per 435 gross square feet of light industrial space (4,700 square feet of new light industrial ÷ 435 = 11). Ten existing industrial jobs on the project block would not change due to project implementation, while about 100 other jobs would terminate.

[3] Keyser Marston Associates, Inc., *San Francisco Cumulative Growth Scenario, Final Technical Memorandum,* prepared for the San Francisco Redevelopment Agency, March 30, 1998.

[4] Keyser Marston Associates, Inc., *San Francisco Cumulative Growth Scenario, Final Technical Memorandum,* prepared for the San Francisco Redevelopment Agency, March 30, 1998.

Program methodology, the project would create a demand for about 172 new dwelling units.[5] Demand would be less if a greater percentage of new office and retail employees is already employed and living locally. Housing demand in and of itself is not a physical environmental effect, but an imbalance between local employment and housing can lead to commutes with traffic and air quality impacts. Traffic issues will be analyzed in the EIR; see Section III.6, page 19, below, regarding air quality.

The project would not include residential uses or any other features that would contribute to a change in permanent (or resident) population. The proposed project would displace three commercial/industrial units at the site which have been used as live/work units (although without residential permits) requiring the residents to seek live/work opportunities elsewhere. Cumulative residential displacement would not be considered a negative effect on this commercially and industrially zoned area.

On the project block an approved condominium project is currently under construction that is adding 35 live/work units to the main York Street brick building. Those live/work units are not a part of this project.

Construction of the project would add to citywide and regional employment on a temporary basis during the site clearing and construction phases of the project, but not to levels that would substantially affect construction workforce levels in the Bay Area.

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[5] *City and County of San Francisco Planning Code,* Section 313.3 of the Office of Affordable Housing Production Program Ordinance, applies only to office development. The estimated housing demand resulting from the project is calculated by multiplying the estimated project-related increase in employment (555 new office employees minus about 45 existing office employees equals 510 net new employees) by the fraction of San Francisco employees who live in the City (55%). This result, the approximate number of project-related employees who would live the City (281) is then divided by the average number of San Francisco workers in household where San Francisco workers reside (1.63). The estimated housing demand would be about 172 units (510 x 0.55 ÷ 1.63 = 172).

San Francisco Planning Code, Section 313.3, the *Office of Affordable Housing Production Program Ordinance (OAHPP),* currently applies only to office development, but is proposed to be expanded to included retail and hotel space, and to be renamed the Jobs-Housing Linkage Program. The *OAHPP* requires construction of housing or payment of an in-lieu fee for less housing demand than is actually anticipated to be created by a project. This *OAHPP* calculation uses estimated net increase in gross square feet multiplied by 0.000386; therefore the calculation of the proposed project is 103,890 net new square feet of office/retail x 0.000386 = 40, which is the number of units of housing that the project sponsor would be required to construct. Alternatively, the sponsor may pay a fee of $7.05 per net new square feet of development, or about $732,425.

The employment that would be generated by the project is anticipated to be drawn from both citywide and regional workforces. The addition of up to 490 jobs as a result of the proposed project would not be of a magnitude that could significantly affect the Citywide jobs / employed residents balance.

Population and housing issues require no further analysis in the EIR.

4.	Transportation/Circulation – Could the Project:	Yes	No	Discussed
a.	Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system?	___	To Be Determined	
b.	Interfere with existing transportation systems, causing substantial alterations to circulation patterns or major traffic hazards?	___	To Be Determined	
c.	Cause a substantial increase in transit demand which cannot be accommodated by existing or proposed transit capacity?	___	To Be Determined	
d.	Cause a substantial increase in parking demand which cannot be accommodated by existing parking facilities?	___	To Be Determined	

Increased employment at, and visitors to, the project site would place increased demands on the local transportation system, including increased traffic, transit demand, and parking demand. The EIR will discuss project effects related to transportation and circulation, including intersection operations, transit demand, and impacts on pedestrian circulation, parking, and freight loading, as well as construction impacts.

5. Noise – Could the Project:	Yes	No	Discussed
a. Increase substantially the ambient noise levels for adjoining areas?		X	X
b. Violate Title 24 Noise Insulation Standards, if applicable?		X	X
c. Be substantially impacted by existing noise levels		X	

Existing Noise Environment

The existing ambient noise environment in the project vicinity is typical of many residential streets in San Francisco, dominated by vehicular traffic including cars, trucks, and MUNI buses. The Environmental Protection Element of the San Francisco *Master Plan* indicates that streets in the project vicinity were subject to background noise levels below 65 dBA (Ldn) in 1974.[6] Short-term noise measurements at the site indicate daytime noise levels of 64 - 65 dBA (Leq) at 50 feet from the centerlines of Bryant/19th Streets. Based on previous measurements collected in the project area, it is likely that the 24-hour Ldn noise level approximately equals the daytime Leq.

Sensitive Noise Receptors

Sensitive noise receptors near the project site include residences to the east (across York Street), to the south, (across 20th Street), and to the west (across Bryant Street). Child-care centers within ¼ mile of the project block include those at 2775 21st Street and Las Americas Children's Center at 3200 20th Street.[7] Occupants of the recently constructed live/work units on the project block are not considered to be sensitive receptors and prior to purchase of their units have been informed construction is planned to occur on the project block.

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[6] Environmental sounds are usually evaluated as A-weighted sounds in decibels and expressed as dBA. The day/night noise level or Ldn is the noise level descriptor commonly used by communities to evaluate environmental noise. It is the average A-weighted noise level (expressed as dBA) during a 24-hour day, obtained after addition of 10 dBA to noise levels measured at night between 10:00 p.m. and 7:00 a.m.

[7] State of California, Department of Social Services, Community Care Licensing Division, Licensing Information System Directory Report, April 1, 1999.

Construction Equipment Noise

Building construction would temporarily increase noise in the site vicinity. Project construction would increase noise levels in areas surrounding the project site. The construction period would last approximately 15 months and would not include pile driving. Sensitive noise receptors located adjacent to or near the project site include the live/work units located immediately adjacent to the eastern project boundary (although these residents have signed a noise waiver prior to purchase) as well as residential units located generally to the south (across 20th Street), east (across York Street), and west (across Bryant Street). Construction noise could result in noise peaks that temporarily disrupt office uses to the west and daytime activities in adjacent live/work units by interfering with normal speech and concentration (above exterior noise levels of 70 to 80 dBA). The effect would be limited in time, depending upon the phase and duration of construction activities.

Sections 2907 and 2908 of Article 29 of the *Police Code* regulate construction equipment and construction work at night. Section 2907(b) states "it shall be unlawful for any person, including the City and County of San Francisco, to operate any powered construction equipment, regardless of age or date of acquisition, if the operation of such equipment emits noise at a level in excess of 80 dBA when measured at a distance of 100 feet from such equipment, or an equivalent sound level at some other convenient distance." Exemptions to this requirement include impact tools and equipment, pavement breakers, and jackhammers. The Ordinance requires that such equipment be equipped with intake/exhaust mufflers and/or acoustically attenuating shields/shrouds recommended by the manufacturers and approved by the Director of Public Works to best accomplish maximum noise attenuation.

In addition to the 80-dBA noise limit, Section 2908 of the *Police Code* prohibits any person, between the hours of 8:00 p.m. of any day and 7:00 a.m. of the following day to erect, construct, demolish, excavate for, alter, or repair any building or structure if the noise level created is in excess of the ambient noise level by 5 dBA at the nearest property line unless a special permit therefore has been applied for and granted by the Director of Public Works.

Construction-related noise levels at 50 feet range from about 76 to 85 dBA for most types of construction equipment with slightly higher levels of about 88 to 91 dBA for certain types of earthmoving and impact equipment. The rate of attenuation is about six decibels (dBA) for every doubling of distance from a point source. It should be noted that such noise levels would be sporadic rather than continuous in nature because different types of construction equipment would be used throughout the construction process.

Average construction-related noise levels could be maintained below 80 dBA throughout project construction at distances of approximately 100 to 125 feet from the site. Distances of approximately 200 would be required to maintain average noise levels below 70 dBA. However, the adjacent live/work units are located immediately adjacent to the site (within a few feet) and residential units to the south and west are located within 50 to 60 feet of the site. At such close distances, average construction-related noise levels could not be maintained below 80 dBA. The live/work units would help shield residences to the east (across York Street) from most project-related construction noise, except when the proposed building at 19th and York streets is constructed. When demolition/construction activities occur at this location, average construction noise levels would also exceed 80 dBA at residences within 100 to 125 feet.

Where construction-related noise levels would have the potential to exceed the 80-dBA criterion, potential noise increases could significantly disturb nearby residences if feasible noise controls are not implemented. If feasible noise controls are implemented, noise levels could be generally maintained at or below the 80-dBA criterion at distances of 25 feet or greater. In addition to hourly restrictions specified in the Section 2908, additional measures which would minimize potentially significant construction noise impacts to a less-than-significant level are included as Mitigation Measure 1, page 41.

Construction Truck Noise

In addition to on-site noise, local streets providing access to the site would be subject to temporary noise increases due to trucks off-hauling excavated materials and delivering materials (e.g., concrete). The effects of potential truck noise intrusion would depend on the level of background noise already occurring at a particular receptor. In quiet noise environments (Leq averaging 50 dBA), one truck would be noticeable. However, in slightly noisier environments (Leq averaging 60 dBA), the threshold level is higher and it would take 10 trucks per hour to noticeably increase the noise exposure. In moderately noisy environments (Leq averaging 70 dBA), the noise increase would be perceptible with the addition of 100 trucks per hour.[8] In quiet noise environments, truck noise is mainly a single event disturbance because, although the hourly average associated with a short single event is not very high, individual noise peaks of 80 to 85 dBA are common during a truck passage. In noisy environments, truck noise would be perceived as part of the total noise environment rather than as an individual disturbance. The project site at 64 to 65 dBA would be considered slightly to moderately noisy.

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[8] Derived from Caltrans, *Noise Technical Analysis Notes,* 1989.

Section 2901 of the *San Francisco Police Code* would prohibit operation of haul trucks during the nighttime hours (8 p.m. to 7 a.m.), minimizing potential noise impacts on sensitive receptors located along haul routes. Assuming truck traffic would not exceed 10 trucks per hour, no significant truck-related noise impacts would be anticipated. Although the project's hourly truck traffic volumes are currently unknown, a measure to reduce this impact to a less-than-significant effect is included as Mitigation Measure 2 on page 42.

No pile driving would be required for construction of the project.[9]

Operational Noise

The Environmental Protection Element of the *Master Plan* contains guidelines for determining the compatibility of various land uses with different noise environments. In areas where noise levels are between 65 and 75 dBA (Ldn), the guidelines recommend that new office construction or development should be undertaken only after a detailed analysis of noise reduction requirements is made and needed noise insulation features are included in the project design. Short-term noise measurements at the site indicate noise levels of 64 to 65 dBA (Leq or Ldn) at 50 feet from the centerlines of Bryant and 19th streets. Since the proposed buildings would be located approximately 35 feet from the centerline of Bryant Street and 30 feet from the centerlines of 19th and 20th streets, noise levels at project buildings would likely slightly exceed the 65 dBA (Ldn), and City noise guidelines would require a detailed noise analysis and incorporation of needed noise insulation measures into the project design. In general, noise levels in the range of 65 to 75 dBA (Ldn) are high enough to be of concern for office uses, but common building construction typically reduces noise sufficiently to achieve an acceptable indoor noise environment.

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[9] Rudolph, R. William, Geotechnical Engineer, Subsurface Consultants, Inc., telephone conversation with Sally Maxwell, principal, Maxwell & Associates, July 22, 1999. Mr. Rudolf stated that a mat foundation would be used for construction of the proposed project.

To mitigate potential noise impacts on project uses, the City's noise compatibility guidelines shall require that the proposed buildings incorporate any necessary noise abatement measures to achieve interior noise levels of 50 to 55 dBA (Ldn). While such levels may be achievable using common building construction, mechanical ventilation may need to be provided if windows must be closed in order to achieve such interior levels.

In addition, the project shall be required to comply with the *San Francisco Noise Ordinance, San Francisco Police Code* Section 2909, "Fixed Source Noise Levels," which regulates mechanical equipment noise. The project site is zoned for commercial and industrial uses, and in these districts, the Ordinance limits equipment noise levels at the property line of an affected property to 70 dBA at anytime. However, the north-western portion of the site (along the Bryant Street frontage) is located adjacent to the RH-2 Zoning District where the noise limit is 55 dBA at anytime. The *San Francisco Noise Ordinance,* states that the lower sound level shall apply where the property line of the affected property is on a boundary between two zoning districts. The proposed project would be required to comply with the lower noise limit of 55 dBA along the northwestern (Bryant Street) and southwestern (20th Street) site frontages, where it abuts residential zoning districts (RH-2 and RM-1 districts). Since equipment noise would be limited by Ordinance to 55 dBA, the project's operational noise would be similar to ambient noise levels in the project area. Assuming equipment were operated on a 24-hour basis, the maximum allowable 24-hour noise level would be 61 dBA (Ldn). When such levels are added to existing and future ambient noise levels, the resulting noise increase would be less than 2 dBA. When compared to the significance criteria outlined above, such a noise increase would not be significant.

Project-related traffic increases would incrementally increase noise levels along local streets. Based on traffic estimates for this project,[10] the project would increase existing traffic levels by approximately 15 percent or less along local streets in the project vicinity. To produce a noise increase that is barely perceptible, existing traffic volumes would need to double (a 100 percent increase would result in a 3 dBA increase). Noise increases attributable to the proposed project would be less than 1 dBA. Cumulative (2015) traffic increases would result in additional traffic increases of up to 13 percent over project levels. Such increases would also result in noise increases of less than 1 dBA. When project and cumulative increases are considered together, traffic volumes would increase by a total of 28 percent or less, and such increases would result in cumulative noise increases of 1 dBA or less. Based on the significance criteria outlined above, such noise increases would not be significant.

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[10] The Duffey Company, *Bryant Square Transportation Impact Report (Figures 4, 7, and 8),* Preliminary Draft, March 3, 1999.

Because the proposed project would not significantly increase noise levels due to project-related traffic increases and mechanical equipment operation, no further study is required and operation noise will not be addressed in the EIR.

6.	Air Quality/Climate – Could the Project:	Yes	No	Discussed
a.	Violate any ambient air quality standard or contribute substantially to an existing or projected air quality violation?	___	X	___
b.	Expose sensitive receptors to substantial pollutant concentrations?	___	X	___
c.	Permeate its vicinity with objectionable odors?	___	X	___
d.	Alter wind, moisture or temperature (including sun shading effects) so as to substantially affect public areas, or change the climate either in the community or region?	___	X	___

Construction Air Quality Emissions

The project would entail excavation of a two-story underground garage. Demolition, land clearing, grading and other ground-disturbing construction activities would temporarily affect local air quality for about one to two months, causing a temporary increase in particulate dust and other pollutants. Dust emissions during demolition and grading would increase particulate concentrations near the project site. A portion of these emissions would likely result from equipment traveling over unpaved areas and such dust emissions would have the greatest nuisance potential. Fugitive dust is emitted during disturbance of soil and as a result of wind erosion over exposed earth. Dustfall can be expected at times on surfaces within 200 to 800 feet.

Under high winds exceeding 12 miles per hour, localized effects including human discomfort might occur downwind from blowing dust. Construction dust is composed primarily of particularly large particles that settle out of the atmosphere more rapidly with increasing distance from the source and are easily filtered by human breathing passages. In general, construction dust would result in more of a nuisance than a health hazard in the vicinity of construction activities. About one-third of the dust generated by construction activities consists of smaller size particles in the range that can be inhaled by humans (*i.e.,* particles 10 microns or smaller in diameter, known as PM_{10}, although those particles are generally inert). Persons with respiratory diseases immediately downwind of the site, as well as any unprotected electronics equipment, could be sensitive to this dust.

Dust generation would be constant but would be highly variable. The amount of dust generated on a given day would be dependent on types and amount of construction activity, and meteorological and soil conditions. The highest potential for dust generation occurs during the summer months when winds are highest on average and soil moisture is lowest.

Effects of construction activities would be increased dustfall and locally elevated levels of fine particulate matter. Construction activities have the potential to create a temporary nuisance. Project construction impacts are considered to be potentially significant on a temporary and localized basis. A mitigation measure that would reduce temporary construction air quality impacts to a level of insignificance has been included in the project (see Mitigation Measure 3, page 42). No further discussion of construction air quality effects will be in included in the EIR.

Emissions from Operations

A background air quality report has been prepared for the project by Orion Environmental Associates.[11] This report has been used as the basis for the analysis of project and cumulative air quality emissions.

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[11] Orion Environmental Associates, "Bryant Square Air Quality Report," June 3, 1999. This report is available in the project case file (98.635E: Bryant Square) and is available for review at the Planning Department, 1660 Mission Street, 5th floor.

Few air quality impacts would result due to construction of the project. Project-generated motor vehicle pollutant emissions were estimated based on the URB7G computer model developed by the California Air Resources Board.[12] The proposed project would generate about 3,324 net new daily person trips, and about 2,260 new trip by automobile resulting in air emissions of criteria pollutants. However, none of the project-related emission increases would exceed their respective significance thresholds. Thus the project would result in a less-than significant impact on regional air quality. Because the project would not exceed any project-specific threshold of significance, it would not result in any significant cumulative impacts. This analysis will not be further addressed in the EIR.

A micro-scale air quality impact analysis was conducted at seven study intersections (those analyzed in the traffic analysis). Under worst-case conditions, *(i.e.,* minimum dispersion meteorology, maximum traffic levels, and maximum non-local or background CO levels), estimated CO levels would not exceed (violate) one-hour state or federal standards. With respect to the eight-hour CO State and federal standards, there are currently local exceedances (violations) at two study intersections. These exceedances would continue to occur with the project. The project would add less than 0.1 parts per million of CO, which is an incremental impact considered to be a less than "measurable" increase. Within the next several years (by 2010), these two eight hour CO "hot spots" are expected to dissipate with or without project implementation due to progressively cleaner cars and slowly declining background CO levels exceeding the rate of local traffic growth/congestion. By 2010, neither the project or cumulative development would contribute to a CO exceedance. This analysis will not be further addressed in the EIR.

Shadow

Section 295 of the *San Francisco Planning Code* was adopted in response to *Proposition K* (passed November 1984) in order to protect certain public open spaces from shadowing by new structures during the period between one hour after sunrise and one hour before sunset, year round. Section 295 restricts new shadow on public spaces under the jurisdiction of the Recreation and Park Department by any structure exceeding 40 feet unless the Planning Commission finds the impact to be insignificant. No other new development is proposed in the area, so no cumulative shadow effects would be expected to result due to project implementation. Because the proposed project would exceed 40 feet in height, it will be analyzed for compliance with *Proposition K.* This analysis will be further included in the EIR.

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[12] Bay Area Air Quality Management District (BAAQMD), *BAAQMD CEQA Guidelines, Assessing the Air Quality Impacts of Projects and Plans,* April 1996.

Wind

The proposed project would add two new buildings to a site that has existing structures. A 1,200 square foot one-story building would be replaced by a two-story 4,100 square foot building. A 25,550 square foot three-story wood-frame structure and a 7,500 square foot two-story metal shed would be replaced by a 122,050 structure four- and five-stories tall. These new buildings would not be of sufficient scale to alter pedestrian-level wind conditions in the vicinity. No adverse wind effects would be expected to result from the project. No other new development is proposed in the area, so no cumulative wind effects would be expected to result due to project implementation. Wind effects will not be further analyzed in the EIR.

7. Utilities/Public Services – Could the Project:	Yes	No	Discussed
a. Breach published national, state or local standards relating to solid waste or litter control?	___	X	___
b. Extend a sewer trunk line with capacity to serve new development?	___	X	___
c. Substantially increase demand for schools, recreation or other public facilities?	___	X	X
d. Require major expansion of power, water, or communications facilities?	___	X	X

The proposed project would add about 146,600 gross square feet of office, about 9,550 gross square feet of retail, about 4,700 square feet of light industrial, and about 6,000 square feet of art-related activities, after renovating 24,000 square feet and demolishing 34,000 square feet of light industrial uses and arts-related activities. This would not substantially increase the area's operational demand for utilities and public services. The incremental increase in demand for utilities and public services would not exceed amounts expected and provided for in a developed area, such as in the Northeast Mission Industrial Zone area. The commercial uses would not generate solid waste in excess of the capacity of waste disposal services, and would not increase water and energy consumption, in excess of amounts planned and provided for in this area. Hence, utilities and public services would not be adversely affected by the project and will not be further addressed in the EIR.

8. Biology – Could the Project:	Yes	No	Discussed
a. Substantially affect a rare or endangered species of animal or plant, or the habitat of the species?		X	X
b. Substantially diminish habitat for fish, wildlife or plants, or interfere substantially with the movement of any resident or migratory fish or wildlife species?		X	
c. Require removal of substantial numbers of mature, scenic trees?		X	

The project block and a majority of the surrounding land uses, with an exception of the yards at adjacent residences, are developed and covered with structures and impermeable surfaces. Terrestrial birds in the area are limited to species adapted to urbanization and human presence such as English sparrows, starlings, and Brewer's blackbirds. The urbanized character and lack of suitable cover and food sources limit occurrences of terrestrial mammals to those species adapted to urban environments. These include Norway rats, house mice, meadow mice, and gophers, in addition to domestic and feral cats and dogs. None of these species are rare or endangered.

No landscaped trees would be removed for the project. However, because the project site is in a developed urban area and is almost completely covered by structures and impervious surfaces, development of the site would not affect any other plants or possible animal habitats. No rare, threatened, or endangered species would be affected by the project. Biological effects will not be further addressed in the EIR.

9. Geology/Topography – Could the Project:	Yes	No	Discussed
a. Expose people or structures to major geologic hazards (slides, subsidence, erosion and liquefaction)?		X	X
b. Change substantially the topography or any unique geologic or physical features of the site?		X	

The elevation of the project block varies from about 23.6 feet (at the intersection of 20th and Bryant Streets) to about 32 feet (at the intersection of 19th and York Streets), San Francisco City Datum (SFD). The elevation at the intersection of 19th and Bryant Streets is 26 feet and the intersection of 20th and York Streets is 31.4 feet.

Maps in the *General Plan* indicate areas in which one or more geologic hazards exist. The project site is located in the following Seismic Hazards Study Zones – Areas of Liquefaction Potential, Potential Inundation by Tsunamis, Potential Inundation Due to Reservoir Failure. In addition, the site is likely to experience violent groundshaking during a large earthquake on one of the nearby faults.

A preliminary geotechnical investigation was conducted for the project site.[13] The preliminary Geotechnical Investigation found that the site is suitable for development provided that the recommendations included in the report are incorporated into the design and construction of the proposed development. Specific recommendations include: If the results of future geotechnical investigations indicate the fill can support load without erratic and unpredictable settlement, a mat foundation may be used. The design of the foundation system would be based on the results of the geotechnical investigation.[14] The project sponsor has agreed to follow the final geotechnical investigation's recommendations in constructing the project.

The final building plans will be reviewed by the Department of Building Inspection (DBI). In reviewing building plans, the DBI refers to a variety of information sources to determine existing hazards and assess requirements for mitigation. Sources reviewed include maps of Special Geologic Study Areas as well as the building inspectors' working knowledge of areas of special geologic concern. The above referenced geotechnical investigation will be available for use by the DBI during its review of building permits for the site. Also, DBI could require that additional site-specific soils report(s) be prepared in conjunction with permit applications, as needed. Geologic and seismic concerns will not be further addressed in the EIR.

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[13] Subsurface Consultants, Inc., Preliminary *Geotechnical Investigation, Bryant Square Project, 19th, Bryant, 20th, and York Streets (Block 4080), San Francisco, California,* September 1998.

[14] Rudolph, R. William, Geotechnical Engineer, Subsurface Consultants, Inc., telephone conversation with Sally Maxwell, principal, Maxwell & Associates, July 22, 1999. Mr. Rudolf stated that a mat foundation would be used for construction of the proposed project.

10. Water – Could the Project:	Yes	No	Discussed
a. Substantially degrade water quality, or contaminate a public water supply?		X	
b. Substantially degrade or deplete ground water resources, or interfere substantially with ground water recharge?		X	X
c. Cause substantial flooding, erosion or siltation?		X	

The proposed project site is currently covered with several buildings and impervious surfaces. The proposed project would not change these conditions. Thus, no water quality impacts would occur as a result of project implementation. The project would not alter the drainage pattern of the site. Site runoff would continue to drain into the City's combined sanitary and storm drainage. The project would not affect water quality or the public water supply. The project would not result in additional flooding, erosion, or siltation.

The potential to expose people to groundwater contamination hazards during project construction is discussed under 12. Hazards, below. No further analysis of water resources is required in the EIR.

11. Energy/Natural Resources – Could the Project:	Yes	No	Discussed
a. Encourage activities which result in the use of large amounts of fuel, water, or energy, or use these in a wasteful manner?		X	X
b. Have a substantial effect on the potential use, extraction, or depletion of a natural resource?		X	

Upon project implementation, energy consumption would be greater than the amount currently consumed at the site. However, the project would be required to comply with energy performance standards of Title 24 of the *California Code of Regulations* and thus would not use energy in a wasteful manner. The proposed project would consume energy in the form of electricity, natural gas, and fuel (gasoline and diesel). The project would not generate a substantial increase in demand upon existing sources of energy, or require the development of new sources of energy. No further analysis of energy will be included in the EIR.

12. Hazards – Could the Project:	Yes	No	Discussed
a. Create a potential public health hazard or involve the use, production or disposal of materials which pose a hazard to people or animal or plant populations in the area affected?		X	X
b. Interfere with emergency response plans or emergency evacuation plans?		X	X
c. Create a potentially substantial fire hazard?		X	

Existing Hazardous Materials in Soil and Groundwater

Hazardous materials or petroleum products could potentially be present in the soil or groundwater at the project site as a result of past site activities or migration to the site from off-site sources. The presence of hazardous materials or petroleum products may require special handling of the soil and groundwater produced during construction. This section summarizes the potential presence of these materials and the legally required measures that would be implemented if they are present.

Review of historic records indicates that the project area has been used for a variety of industrial/commercial uses since the late 1800's and was built to its current configuration by the 1960s.[15] Businesses which may have involved the use of hazardous materials include:

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[15] William Dubovsky Environmental, *Phase I Environmental Site Assessment at Block 4080, San Francisco, California*. September 4, 1997.

- a woolen manufacturing company,
- a plaster-of-paris letter factory,
- a dyeing and cleaning works,
- a laundry,
- a radio company, and
- a woodworking facility.

In addition, three underground storage tanks (USTs) were previously located within or adjacent to the proposed project site at 2747 19th Street, 720 York Street, and 2850 20th Street. The removal of these USTs and the quality of soil and groundwater quality remaining in place is described below.

As part of a Phase I Environmental Site Assessment conducted in 1997, regulatory agency databases were reviewed to identify potential environmental cases that could affect soil or groundwater quality at the proposed project site.[16] These include sites where contamination is either suspected or confirmed by the regulatory agencies. In general, sites with documented soil contamination would not be expected to affect soil quality within the project boundaries, unless the contamination extends on to the property.

Groundwater plumes originating outside the project boundaries can migrate over long distances and could potentially affect groundwater quality at the project site. Depending on the concentrations present, the chemicals present in the groundwater could cause a health risk to site occupants or require special handling requirements for any groundwater produced during normal site construction and operations, such as dewatering. Those sites located in an upgradient direction would be considered to have the greatest potential to affect the proposed project site because plumes could migrate towards the proposed project site.

The groundwater flow direction indicated in the vicinity of the proposed project site is toward the northwest.[17,18] The database review conducted for the Phase I Environmental Site Assessment did not identify any environmental cases upgradient of the proposed project site within a ¼ mile radius. Therefore, no off-site sources of hazardous materials or petroleum products have been identified.

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[16] William Dubovsky Environmental, 1997.

[17] McCulley Frick & Gilman, Inc., *Preliminary Soil and Groundwater Investigation Report, Moore Earth Inc., 720 (750) York Street, San Francisco, California,* December 24, 1997b.

Previous investigations conducted within the proposed project site include sampling in support of removal/closure activities at the three UST sites located within or near the project area as well as an environmental investigation conducted for the proposed project. The following sections describe the soil and groundwater quality within the proposed project site on the basis of analytical results for each of these activities.

2747 19th Street. A 1,500-gallon heating oil UST was removed from this site, located within the proposed project boundaries, in February 1997. Total petroleum hydrocarbons such as diesel, benzene, toluene, ethylbenzene, and xylenes were not detected in the two soil samples collected from the UST excavation following removal of the tank.[19] On the basis of these analytical results, no further work was required, and the San Francisco Department of Public Health granted closure of the underground storage tank case.

2850 20th Street. A 1,500-gallon heating oil UST was removed from this site, located within the proposed project boundaries, in September 1997. Total petroleum hydrocarbons such as diesel, benzene, toluene, ethylbenzene, and xylenes were not detected in the two soil samples collected from the UST excavation following removal of the tank.[20] On the basis of these analytical results, no further work was required, and the San Francisco Department of Public Health issued a notice of completion for the UST removal.[21]

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[18] The inferred groundwater flow identified in the Phase I Environmental Assessment was toward the west. However, a groundwater quality investigation was subsequently conducted for the leaking underground storage tank site at 720 York Street and the observed groundwater flow was toward the northwest. The conclusions presented in this initial study take into consideration the observed groundwater flow direction and may differ from the Phase I Environmental Assessment for this reason.

[19] Golden Gate Tank Removal, *Tank Closure Report, 2747 19th Street, San Francisco, California,* March 3, 1997a.

[20] Golden Gate Tank Removal, *Tank Closure Report, 2850 20th Street, San Francisco, California,* September 15, 1997c.

[21] City and County of San Francisco, Department of Public Health, *Notice of Completion, Underground Storage Tank Removal*, November 7, 1997b.

720 York Street. This site is located along York Street, adjacent to the existing live/work space and outside of the proposed project boundaries. A 550-gallon heating gasoline UST was removed from this site in February 1997. Total petroleum hydrocarbons (gasoline) was detected at a maximum concentration of 2,200 milligrams per kilogram in a soil sample from beneath the UST excavation. Benzene, toluene, ethylbenzene, and xylenes were also detected in this soil sample, and the concentration of lead detected in soil samples from beneath the excavation was 10 milligrams per kilogram. On the basis of these analytical results, additional soil was removed from the excavation and the excavation was backfilled. The maximum concentration of total petroleum hydrocarbons as gasoline detected in soil samples from the final excavation bottom was 6,200 milligrams per kilogram; ethylbenzene and xylenes were also detected in this soil sample.[22] These soil samples were all collected from outside of the proposed project boundaries.

An investigation was subsequently conducted to evaluate soil and groundwater quality remaining in place after the excavation was backfilled. Two groundwater monitoring wells were installed within the proposed project boundary as part of this investigation. Total petroleum hydrocarbons as gasoline and benzene, toluene, and ethylbenzene were not detected in soil samples from the 16-foot depth of these borings. Xylenes were detected at 0.018 milligrams per kilogram in one boring. In addition, total petroleum hydrocarbons, benzene, toluene, ethylbenzene, xylenes, MTBE, and semivolatile organic compounds were not detected in groundwater samples from these monitoring wells. Chloroform was detected at 0.0056 milligrams per liter in the groundwater sample from one monitoring well. A sheen was observed on the groundwater surface in one monitoring well, and a mothball odor was also noted.

Three borings were also installed near the former UST location (outside of the proposed project boundaries) as part of this investigation. Soil samples from these borings contained total petroleum hydrocarbons as gasoline at a maximum concentration of 5,500 milligrams per kilogram, and ethylbenzene and xylenes were also identified.[23] A groundwater monitoring well was installed in one of the borings and total petroleum hydrocarbons as gasoline detected in the groundwater was 23 milligrams per liter. Ethylbenzene and xylenes were also identified in the groundwater sample from this monitoring well. MTBE was not identified in any of the soil or groundwater samples analyzed as part of the overexcavation activities or soil and groundwater quality investigation.[24]

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[22] Golden Gate Tank Removal, *Tank Closure Report, 720 York Street, San Francisco, California,* March 31, 1997b.

[23] McCulley Frick & Gilman, Inc., *Preliminary Report of Findings, Site Investigation/Remediation Scenarios and Cost Estimates, Former Gasoline Underground Storage Tank, 720 York Street, San Francisco, California,* December 10, 1997a.

A soil and groundwater quality investigation was conducted for the proposed project in August 1998.[25] This investigation included the installation of five soil borings within the proposed project site, with the laboratory analysis of soil and groundwater samples from each boring. Total extractable petroleum hydrocarbons such as diesel was detected at 17 milligrams per kilogram and total extractable petroleum hydrocarbons as oil was detected at 230 milligrams per kilogram in the 13 to 14 foot depth from one boring located near the previous UST at 2850 20th Street. Total petroleum hydrocarbons were not identified in the soil samples from the remaining four borings. Freon 113, a volatile organic compound was detected in the soil sample analyzed from each boring at concentrations ranging from 3.8 to 4.4 milligrams per kilogram. The source of the Freon 113 is not known. Tmetals concentrations detected in the soil samples from these borings did not exceed California regulatory criteria for the classification as a hazardous waste.

Groundwater was encountered at 14 to 19 feet below ground surface during this investigation. Total extractable petroleum hydrocarbons as diesel was identified in groundwater samples from each of the borings at concentrations ranging from 0.091 to 0.16 milligrams per liter and total extractable hydrocarbons as oil was identified in three of the groundwater samples at concentrations ranging from 0.3 to 0.47 milligrams per liter. Chloroform was also detected at 0.0048 milligrams per liter in one groundwater sample.

The San Francisco Department of Public Health Local Oversight Program has reviewed available information regarding the status of site investigation and remedial actions for the underground storage tank. In a letter to the project sponsor, the Health Department states: "Based upon the available information and with the provision that the information provided to this agency was accurate and representative of site conditions, no further investigative and/or remedial action related to the underground tank release is required.[26]

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[24] McCulley Frick & Gilman, Inc., 1997a.

[25] Subsurface Consultants, Inc., *Results of Environmental Testing, Soil and Groundwater, Bryant Square Project, 19th, Bryant, 20th, and York Streets (Block 4080), San Francisco, California,* October 5, 1998.

Impacts Related to Presence of Hazardous Materials in the Soil and Groundwater

During construction of the proposed project, construction workers and the public could be exposed to hazardous materials or petroleum products present in the soil and groundwater, particularly during excavation and dewatering activities. These materials could also be released to the environment. However, hazardous materials and public health regulations are well established to govern the investigation and handling of these materials to protect public health and the environment. These measures, described below, would reduce potential risks to construction workers, the public, and the environment.

Petroleum hydrocarbons and volatile organic compounds have been detected in the soil and groundwater within the proposed project site although a specific source of these chemicals has not been identified. Detection of these substances would normally require notification of the San Francisco Department of Public Health Local Oversight Program to identify the appropriate actions needed to address the presence of hazardous materials or petroleum products. On the basis of this, the following measures are included as part of the proposed project to address the presence of petroleum hydrocarbons and volatile organic compounds:

- The project sponsor would ensure that a copy of the report prepared for the environmental investigation of the proposed project site (Subsurface Consultants, 1998) is submitted to the San Francisco Department of Public Health Local Oversight Program with a description of the proposed construction plans to identify any need for further investigation as well as special handling requirements for any soil or groundwater disturbed during construction.

  Depending on the Local Oversight Program requirements, preparation of a risk evaluation and a remediation plan could be required for the proposed project. The risk evaluation would identify acceptable levels of each chemical in the soil and groundwater based on the future use of the site. The remediation plan would typically include an assessment of the type of chemicals encountered, characterization of the extent of affected soil/and or groundwater, methods that are planned to remediate the site, and sampling that shall be conducted to demonstrate appropriate remediation of the affected soil and/or groundwater for the anticipated land use. The project sponsor would coordinate with the appropriate regulatory agencies and comply with applicable regulations as necessary for each of these activities to ensure that public health and safety are protected.

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[26] Cherie McCaulou, Project Director, City and County of San Francisco, Department of Public Health, Environmental Health Management, letter to Ms. Sharon Lee Polledri, SKS Investments LLC, June 6, 1999.

- The Phase I Environmental Site Assessment conducted for the proposed project area did not include a detailed inventory or inspection of existing tenants and their use of hazardous materials or petroleum products to evaluate environmental conditions where these materials are used. Measures to address this are identified under *Current Land Uses Associated with Hazardous Materials*, below. In addition, the project sponsor would ensure that construction workers are alerted to the potential signs of previously unidentified hazardous materials or petroleum products that could be encountered during excavation and construction including stained soil, odors, and excavation of previously unidentified structures including USTs. If previously unidentified hazardous materials or petroleum products are encountered, sampling would be conducted to identify the chemicals present and it would be necessary to notify the regulatory agencies. The procedures described above would be followed for risk evaluation and remediation of any substances identified. With the implementation of these measures, impacts related to the current use of hazardous materials or substances would not be expected to be significant.

In compliance with applicable federal Occupational Safety and Health Administration (OSHA) and Cal/OSHA regulations, the project sponsor would require the construction contractor to prepare a site-specific Safety and Health Plan (SHP). The plan would be reviewed by the San Francisco Department of Public Health prior to construction. The Safety and Health Plan would include provisions for responding to unknown site conditions that could be encountered during construction. This has been added as Mitigation Measure 4, below, page 43.

Off-site disposal at a permitted facility would likely be required for soil excavated for the construction of underground parking. If required, the project sponsor shall ensure that a Soil Management Plan is prepared to identify measures for the handling of soil produced during excavation, to control dust and runoff during construction, and to characterize soil for off-site disposal purposes. To minimize potential public health impacts associated with exposure to respirable nuisance dust, including impacts to sensitive receptors, dust control measures have been included in the mitigation measures for air quality to minimize the potential public health impact associated with dust emissions and air quality pollutants. (See also Mitigation Measure 3, page 42.)

The project sponsor would obtain a permit for discharge of groundwater produced during construction dewatering to the City's combined storm and sanitary sewer from the San Francisco Department of Public Works (SFDPW) in accordance with the City's *Industrial Waste Ordinance* (*Public Works Code,* Article 4.1). Based on existing sampling, this groundwater may contain petroleum hydrocarbons and chloroform. In addition, petroleum hydrocarbons, ethylbenzene, and xylenes have been identified in the groundwater at 720 York Street, adjacent to the proposed project site. Dewatering of the proposed project site could cause migration of these chemicals onto the proposed project site.

If the groundwater contains chemical concentrations in excess of the required discharge criteria, pre-treatment would be required. If standards cannot be met with on-site treatment, off-site disposal by a certified waste hauler would be required.

The project sponsor would ensure that from the time that ground surfaces are exposed until the time that all excavation activities have been completed, a fence is erected around the area where chemicals have been identified in the soil and site access is restricted to necessary personnel. Warning signs prohibiting access by the general public onto the project site would be posted at all construction access points. Access would be limited to authorized personnel only.

Hazardous Building Materials

The building at 2101 Bryant Street is planned for renovation as part of the proposed project and the building at 2121 Bryant Street, metal shed behind this building, and wood building located at the corner of York and 19th Streets would be demolished. Hazardous building materials including asbestos, electrical equipment such as transformers and fluorescent light ballasts that contain polychlorinated biphenyls (PCBs), fluorescent lights containing mercury vapors, and lead-based paints could be present in these buildings. Unless properly abated prior to renovation or construction, these materials would present potential health risks to site workers and the public. Once removed, these materials would also require special disposal procedures. However, public health regulations are well established to govern the abatement and disposal of these materials. The handling and disposal of any potentially hazardous building materials will be included in the Safety and Health Plan prepared for the project. These measures would reduce potential risks to construction workers, the public, and the environment.

Accessible portions of the buildings located at 2101 and 2121 Bryant Street were surveyed for asbestos, lead-based paint, and PCBs in 1998.[27,28] The following is a summary of the results of the survey:

Asbestos was not detected in any of the samples analyzed as part of the survey. However, vinyl floor tiles at Sierra Pacific Casting at 2101 Bryant Street and floor tiles, linoleum, and carpet mastic on the 2nd and 3rd floors of both 2101 and 2121 Bryant Street are assumed to be asbestos-containing materials. These materials were not accessible for sampling at the time of the survey, but would need to be sampled prior to activities which would disturb them to confirm whether asbestos-containing materials are present. Currently these materials are in generally good condition and do not pose an environmental or health and safety concern.

Lead-based paint was identified in the green paint of the interior stairwell and 2nd floor window sill of 2121 Bryant Street; the white paint on the third floor brick ledge of 2101 Bryant Street; and silver paint on the roof of 2101 Bryant Street.

Polychlorinated biphenyls (PCB) were not detected in the window sealants sampled. In addition, no potential PCB-containing items were observed at the proposed project site during inspections made for the Phase I Environmental Site Assessment.[29]

If hazardous building materials were to remain in existing buildings, these materials could cause adverse health impacts to construction workers during demolition or renovation and possibly to future building occupants if left in place. The public could be exposed to these materials if appropriate abatements were not performed prior to demolition or renovation or if proper management procedures were not implemented for hazardous materials that would be left in

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[27] Only the unoccupied portions of these buildings could be inspected at the time of the survey. Many portions of the buildings were occupied, and therefore not inspected.

[28] Hygienetics Environmental, *Asbestos, Lead Based Paint & Polychlorinated Biphenol (sic) Survey Report. Property at: Bryant Square, 2100 Bryant Street, San Francisco, California,* March, 1998.

[29] William Dubovsky Environmental, 1997.

place. Soil around a structure could also become contaminated by hazardous building materials if these materials were released to the environment.

The sampling conducted for the hazardous building materials survey at 2101 and 2121 Bryant Street was nondestructive in nature. Destructive sampling would be required to more fully evaluate the potential presence of hazardous materials prior to any demolition or extensive renovations. In addition, the shed behind 2121 Bryant Street and the building located at the corner of York and 19th streets as well as the inaccessible areas of the buildings at 2101 and 2121 Bryant Street were not surveyed for hazardous building materials. The Safety and Health Plan would determine whether more extensive sampling is required for 2101 and 2121 Bryant Street and whether hazardous building materials surveys are necessary for the inaccessible areas of the these buildings as well as the two buildings that have not been surveyed prior to demolition or extensive renovation. Hazardous building materials that would be surveyed include, at a minimum, asbestos-containing materials, lead-based paint, PCB-containing electrical equipment, and fluorescent light tubes.

Lead-based paint identified at 2101 and 2121 Bryant Street, as well as any additional hazardous building materials identified by further sampling or surveys, would be properly abated and disposed of prior to demolition or renovation in accordance with the Safety and Health Plan. The key applicable regulations pertaining to the abatement of hazardous building materials include the federal Occupational Safety and Health Administration (OSHA), Cal/OSHA, Title 22 of the *California Code of Regulations*, and regulations as well as the City's *Hazardous Materials Ordinance* and Chapter 36 of the City's *Building Code.*

Current Land Uses Associated with Hazardous Materials

Currently the project site is used for a variety of purposes including offices, clothing manufacturing, retail sales, an automobile repair shop, commercial bakery, a coffee roasting business, a roofing contractor, and a clothing manufacturer. Three of the buildings are currently vacant. Although a thorough tenant survey or inventory of hazardous materials within the proposed project site has not been completed, the currently identified land uses which may involve the use of hazardous materials or petroleum products include the automotive repair shop, roofing contractor, and clothing manufacturer. In addition, 16 drums labeled as hazardous waste were observed in the pedestrian walkway adjacent to 2101 Bryant Street in December 1998.[30] These have been removed since then.[31]

The database review conducted did not identify any registered underground storage tanks within the proposed project boundaries. Thomas Fetherstone located at 720 York Street and R and R Abeline located at 750 York Street are permitted Small Quantity Generators of hazardous waste in accordance with RCRA.[32,33]

At locations where existing businesses handle or store hazardous materials or petroleum products, potential may exist for encountering hazardous materials or petroleum products during construction, depending on current and past management practices. Unless properly managed, these materials could pose a potential health risk to the construction workers, public, and the environment.

The Safety and Health Plan would require that prior to renovation and demolition activities, a complete inventory of tenants and the hazardous materials or petroleum products used by each tenant is conducted to identify hazardous materials or petroleum products used within the proposed project site. This inventory would include a review of any Hazardous Materials Business Plans[34] and Risk Management and Prevention Plans[35] for any tenant located within the proposed project boundaries.

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[30] Mary McDonald, Orion Environmental Associates. Site walk through in December 1998.

[31] Sally Maxwell, Principal, Maxwell & Associates. Site walk through in July 1999.

[32] In accordance with the *Resource Conservation and Recovery Act (RCRA),* facilities which generate between 100 kilograms and 1000 kilograms of hazardous waste are considered small quantity generators of hazardous waste and are required to obtain a permit from the appropriate regulatory agency for handling these wastes.

[33] William Dubovsky Environmental, 1997.

[34] A Hazardous Materials Business Plan is a plan submitted to the San Francisco Department of Public Health. The plan provides details on the use of hazardous materials at a facility and identifies where these materials were used and stored.

[35] A Risk Management and Prevention Plan is a plan submitted to the San Francisco Department of Public Health. The plan details the use of any acutely hazardous materials at a site including the processes that used the acutely hazardous material and the locations the material was used or stored.

Any tenants vacating the site prior to construction of the proposed project would be required to remove any hazardous materials or petroleum products and investigate the potential environmental conditions related to any facilities or equipment that involve the use of hazardous materials or petroleum products in accordance with applicable federal, state, and local regulations. Examples of facilities and equipment that involve the use of hazardous materials or petroleum products are hazardous materials storage areas (including hazardous waste storage areas), hydraulic lifts, above ground storage tanks, and oil/water separators. The Safety and Health Plan would also require that each vacated site is inspected for indications of residual hazardous materials or petroleum products once the tenant has left the site. Such indications may include abandoned containers of hazardous materials, staining of soil, staining around floor drains, or hazardous material handling equipment left in place. Legally-required removal of any hazardous materials or petroleum products identified and clean up of any identified environmental conditions associated with these materials would provide adequate public health protection, and therefore no public health impacts related to the current use of hazardous materials would be expected.

Potential Future Use of Hazardous Materials

Future land uses at the proposed project site would include offices and retail as well as the existing coffee roastery and bakery. These land uses are not expected to involve the production or use of large amounts of hazardous materials or petroleum products. However, potential future use of hazardous materials or petroleum products can not be ruled out. The use of these substances could result in inadvertent leaks, spills, or other improper handling which could potentially expose workers and the public to possible health hazards.

The project could create a potential public health hazard through the use, production or disposal of hazardous materials such as Chloroform and Freon 113 or of petroleum products. However, legally-required local, state, and federal standards for the handling and use of any such material would reduce potential public health impacts to a less-than-significant level. These standards would be incorporated as part of the proposed project during design, construction and operation. Therefore, potential impacts associated with the use, production and disposal of hazardous materials require no further study, and will not be addressed in the EIR.

Emergency Response or Evacuation Plans

Emergency response or evacuation plans would not be expected to be affected by the proposed project because the project would not substantially increase the daytime population in the neighborhood. The project would be required to conform to the Life Safety provisions of the *San Francisco Building Code* and the *Uniform Building Code*, replacing three buildings constructed prior to the enactment of those code requirements, and therefore the project would result in an increased level of public safety. A specific evacuation and emergency response plan would be developed as part of the proposed project. The project's emergency plan would be coordinated with the City's emergency planning activities. These measures are proposed as part of the project, and emergency response requires no further study. It will not be included in the EIR.

Fire Hazards

The project would not result in any increase in fire hazard since there would be no substantial change in the number of persons in the project area. In addition, since the project would be built to conform with the most recent fire prevention and safety requirements of the *San Francisco Building Code* and *Uniform Building Code*, the project would result in increased fire safety compared to the existing structures. Therefore, fire hazard requires no further study and will not be addressed in the EIR.

13.	Cultural – Could the Project:	Yes	No	Discussed
a.	Disrupt or adversely affect a prehistoric or historic archaeological site or a property of historic or cultural significance to a community, ethnic or social group; or a paleontological site except as a part of a scientific study?	___	X	X
b.	Conflict with established recreational, educational, religious or scientific uses of the area?	___	X	X
c.	Conflict with the preservation of buildings subject to the provisions of Article 10 or (proposed) Article 11 of the City Planning Code?	___	X	___

ARCHAEOLOGY

A technical report was prepared for the project site (Allen G. Pastron, Archeo-Tec, "Archival, Cultural Resources Evaluation of the Proposed Bryant Square Project, Located within the Block Bounded by Bryant, York, 19th and 20th Streets, City and County of San Francisco, California," September 22, 1998. This report is available for public review in Project File No. 98.635E at the San Francisco Planning Department, 1660 Mission Street.

In its natural state, the project site and its immediate surroundings were on a relatively level, low-lying piece of ground at elevations ranging between 25-30 feet above mean sea level. The project site was surrounded by a series of relatively small sandy hills. Mission Creek was less than one-half mile to the north and west of the project area, and Dolores Creek ran east to west along the line of the present day intersection of Mission and 18th Streets. The sandy soils of the northern San Francisco peninsula supported a relatively sparse covering of vegetation, mainly grasses, scrub brush and occasional stands of oak and willow trees. A Native American population existed for thousands of years prior to the arrival of the first European explorers in the late 18th century.

The project would entail excavation of a two-story underground garage. No prehistoric/ protohistoric cultural resources have been recorded within, or closely adjacent to, the project area. However given that (1) the documented presence of a multiplicity of relatively deeply buried prehistoric deposits in the South of Market region, and (2) the project site and its immediate surroundings appear to have been situated within a generally favorable environmental setting for establishment of a Native American settlement, it is possible that other unrecorded archaeological deposits of similar, or even earlier age may exist, perhaps within, or in close proximity to the project site.

During the Mexican period, an early 1840s adobe structure was located within one block of (and perhaps within) the project block. Artifacts associated with this building may also have been deposited at one or more locations with the project block. Any structural remnant and/or associated features dating from the first half of the 19th century that might be encountered within the project area would probably be deemed of historical significance.

Despite the growing population of the Mission District during the Gold Rush era, no evidence suggests that any development or significant topographic alteration took place within the project block.

At the close of the 1880s, the project block was occupied by a variety of structures containing the facilities of the Golden Gate Woolen Manufacturing Company, while most of the surrounding blocks were occupied by clusters of wood-frame residences. Land uses on the block remained the same up to the Great Earthquake and Fire of 1906, when the fire came no closer to the project area than 18th and Howard Streets.

On the project block in 1914, the City of Paris Dyeing and Cleaning Works occupied the corner of 20th and Bryant Streets. The California Shade Cloth Company was located immediately to the north along Bryant Street. The Delsol Wine and Liquor Merchants and the Hotel Owners Laundry Company occupied most of the York Street frontage. The corners at 19th and Bryant Streets and at 20th and Bryant Streets remained vacant.

Implementation of Mitigation Measure 5, page 43, would reduce potentially significant adverse archaeological resource effects to a less-than-significant level. This issue does not need to be analyzed further in the EIR.

HISTORIC STRUCTURES

The structure at 2101 Bryant Street appears to be eligible for the California Register of Historic Resources and the building at 2141-65 Bryant and the adjacent corrugated metal building do not appear to be eligible for the California Register. Potential effects of the proposed project on the historic character of 2101 Bryant Street will be analyzed in the EIR based on the Secretary of Interior's Standards for Rehabilitation.

C. OTHER	Yes	No	Discussed
Require approval of permits from City Departments other than Planning Department or Department of Building Inspection or from Regional, State or Federal Agencies?	X	___	X

The following are the approval actions required for the project: Planning Commission determination of *General Plan* consistency; Planning Commission action on the Conditional Use authorization under Section 303 of the *Planning Code,* for the PUD, bulk limit exceptions, and demolition of an industrial building in the Industrial Protection Zone.

D. MITIGATION MEASURES	Yes	No	N/A
Discussed			
1. If any significant effects have been identified, are there ways to mitigate them?	X	___	X
2. Are all mitigation measures identified above included in the project?	To Be Determined		

The following are mitigation measures related to topics determined to require no further analysis. These measures are agreed to by the project sponsor and have become part of the project.

1. *Construction Noise Impacts*

- The project sponsor shall require that the contractors' equipment and trucks used for project construction utilize the best available noise control techniques (e.g., improved exhaust mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures, and acoustically attenuating shields or shrouds) in order to minimize construction noise impacts. Prior to project construction, the project sponsor shall require all construction equipment used by the contractor(s) (except for impact tools, pavement breakers and jackhammers) to be tested as part of the environmental compliance monitoring program for enforcement of mitigation measures to ensure that equipment noise does not exceed 80 dBA at 50 feet.

- Stationary noise sources shall be located as far from adjacent offices as possible. If they must be located near existing offices, they shall also be enclosed within temporary sheds.

- The project sponsor shall require the contractor(s) to use hydraulically or electrically powered impact tools (e.g., jack hammers, pavement breakers, and rock drills) wherever possible to avoid noise associated with compressed air exhaust from pneumatically-powered tools. However, where use of pneumatically powered tools is unavoidable, an exhaust muffler on the compressed air exhaust would be used; this muffler can lower noise levels from the exhaust by up to about 10 dBA. External jackets on the tools themselves would be used where feasible, and this could achieve a reduction of 5 dBA.

2. *Construction Truck Noise*

- The project sponsor shall require that the contractor(s) haul and delivery routes avoid residential streets wherever possible.

3. *Construction Air Quality*

- The project sponsor shall require the contractor(s) to spray the project site with water during demolition, excavation, and construction activities; spray unpaved construction areas with water at least twice per day; cover stockpiles of soil, sand, and other material; cover trucks hauling debris, soil, sand or other such material; and sweep surrounding streets during demolition, excavation, and construction at least once per day to reduce particulate emissions.

  Ordinance 175-91, passed by the Board of Supervisors on May 6, 1991, requires that non-potable water be used for dust control activities. Therefore, the project sponsor shall require that the contractors obtain reclaimed water from the Clean Water Program for this purpose.

- The project sponsor shall require the project contractors to maintain and operate construction equipment so as to minimize exhaust emissions of particulates and other pollutants, by such means as a prohibition on idling motors when equipment is not in use or when trucks are waiting in queues, and implementation of specific maintenance programs to reduce emissions from equipment that would be in frequent use for much of the construction period.

4. *Hazardous Materials*

- In compliance with applicable federal Occupational Safety and Health Administration (OSHA) and Cal/OSHA regulations, the project sponsor would require the construction contractor to prepare a site-specific Safety and Health Plan (SHP). The plan would be reviewed by the San Francisco Department of Public Health prior to construction. The Safety and Health Plan would include provisions for responding to unknown site conditions that could be encountered during construction.

5. *Cultural*

- Given the location and depth of excavation proposed, and the likelihood that archaeological resources would be encountered on the project site, the project sponsor has agreed to retain the services of an archaeologist. The archaeologist would carry out a pre-excavation testing program to better determine the probability of finding cultural and historical remains. The testing program would use a series of mechanical, exploratory borings or trenches and/or other testing methods determined by the archaeologist to be appropriate.

  If, after testing, the archaeologist determines that no further investigations or precautions are necessary to safeguard potentially significant archaeological resources, the archaeologist would submit a written report to the Environmental Review Officer (ERO), with a copy to the project sponsor. If the archaeologist determines that further investigations or precautions are necessary, he/she shall consult with the ERO and they shall jointly determine what additional procedures are necessary to minimize potential effects on archaeological resources.

  These additional mitigation measures would be implemented by the project sponsor and might include a program of on-site monitoring of all site excavation, during which the archaeologist would record observations in a permanent log. The monitoring program, whether or not there are finds of significance, would result in a written report to be submitted first and directly to the ERO, with a copy to the project sponsor. During the monitoring program, the project sponsor would designate one individual on site as his/her representative. This representative would have the authority to suspend work at the site to give the archaeologist time to investigate and evaluate archaeological resources should they be encountered.

Should evidence of cultural resources of potential significance be found during the monitoring program, the archaeologist would immediately notify the Environmental Review Officer (ERO), and the project sponsor would halt any activities which the archaeologist and the ERO jointly determine could damage such cultural resources. Ground disturbing activities which might damage cultural resources would be suspended for a total maximum of four weeks over the course of construction.

After notifying the ERO, the archaeologist would prepare a written report to be submitted first and directly to the ERO, with a copy to the project sponsor, which would contain an assessment of the potential significance of the find and recommendations for what measures should be implemented to minimize potential effects on archaeological resources. Based on this report, the ERO would recommend specific additional mitigation measures to be implemented by the project sponsor. These additional mitigation measures might include a site security program, additional on-site investigations by the archaeologist, and/or documentation, preservation, and recovery of cultural material.

Finally, the archaeologist would prepare a report documenting the cultural resources that were discovered, an evaluation as to their significance, and a description as to how any archaeological testing, exploration and/or recovery program was conducted.

Copies of all draft reports prepared according to this mitigation measure would be sent first and directly to the ERO for review. Following approval by the ERO, copies of the final report(s) would be sent by the archaeologist directly to the President of the Landmarks Preservation Advisory Board and the California Archaeological Site Survey Northwest Information Center. Three copies of the final archaeology report(s) shall be submitted to the Office of Environmental Review, accompanied by copies of the transmittals documenting its distribution to the President of the Landmarks Preservation Advisory Board and the California Archaeological Site Survey Northwest Information Center.

E. ALTERNATIVES

The EIR will analyze alternatives to the project that would reduce or eliminate any significant environmental effects. At a minimum, these alternatives will include a No Project Alternative, and one scaled-down build alternative.

F. MANDATORY FINDINGS OF SIGNIFICANCE

	Yes	No	Discussed
1. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or pre-history?	___	X	___
2. Does the project have the potential to achieve short-term, to the disadvantage of long-term, environmental goals?	___	X	___
3. Does the project have possible environmental effects which are individually limited, but cumulatively considerable? (Analyze in the light of past projects, other current projects, and probable future projects.)	___	X	___
4. Would the project cause substantial adverse effects on human beings, either directly or indirectly?	___	X	___

All of the items in the Initial Study Checklist have been checked "No" or "To Be Determined" indicating that, upon evaluation, staff has determined that the proposed project could not have a significant adverse environmental effect or that further analysis will be included in the EIR. Several of the Initial Study Checklist items have also been checked "Discussed," indicating that the Initial Study text includes discussion about that particular issue. For all of the items checked "No," without discussion, the conclusions regarding potential significant adverse environmental effects are based upon field observation, staff experience, and expertise on similar projects, and/or standard reference material available within the Department, such as the Department's

Transportation Guidelines for Environmental Review, or the California Natural Diversity Data Base and maps, published by the California Department of Fish and Game. For each checklist item, the evaluation has considered the impacts of the project both individually and cumulatively.

G. ON THE BASIS OF THIS INITIAL STUDY:

____ I find the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared by the Department of City Planning.

____ I find that although the proposed project could have a significant effect on the environment, there WILL NOT be a significant effect in this case because the mitigation measures, in the discussion have been included as part of the proposed project. A NEGATIVE DECLARATION will be prepared.

_X_ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

HILLARY E. GITELMAN
Environmental Review Officer

for GERALD G. GREEN
Director of Planning

Date: SEPTEMBER 4, 1999

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